

FIGURE 9.1 - ACCESSIBILITY CHARACTERISTICS FOR AN AREA

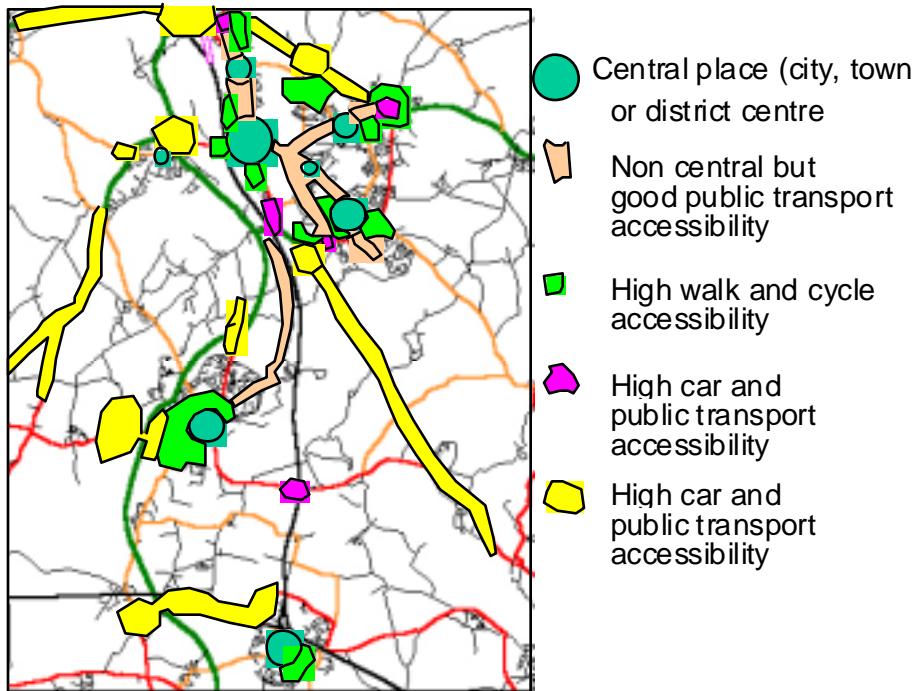
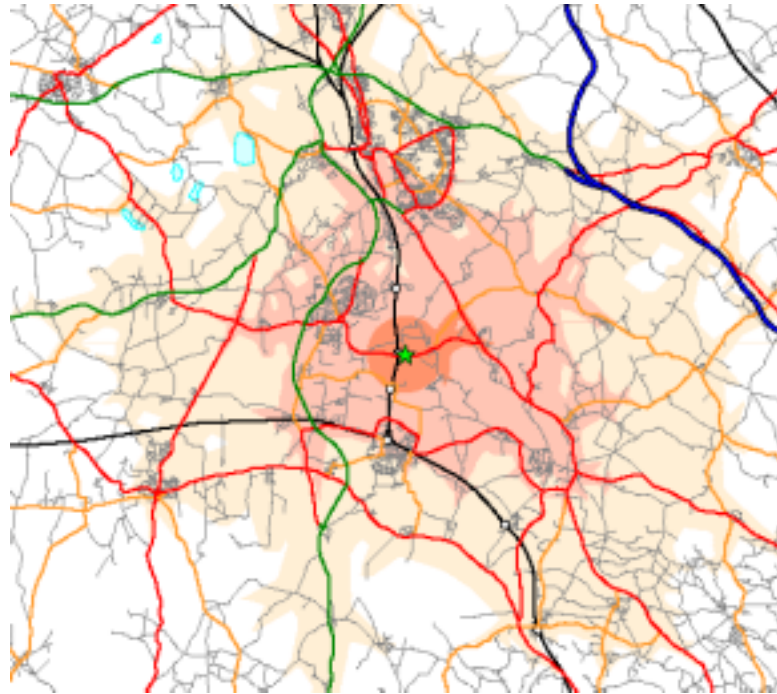
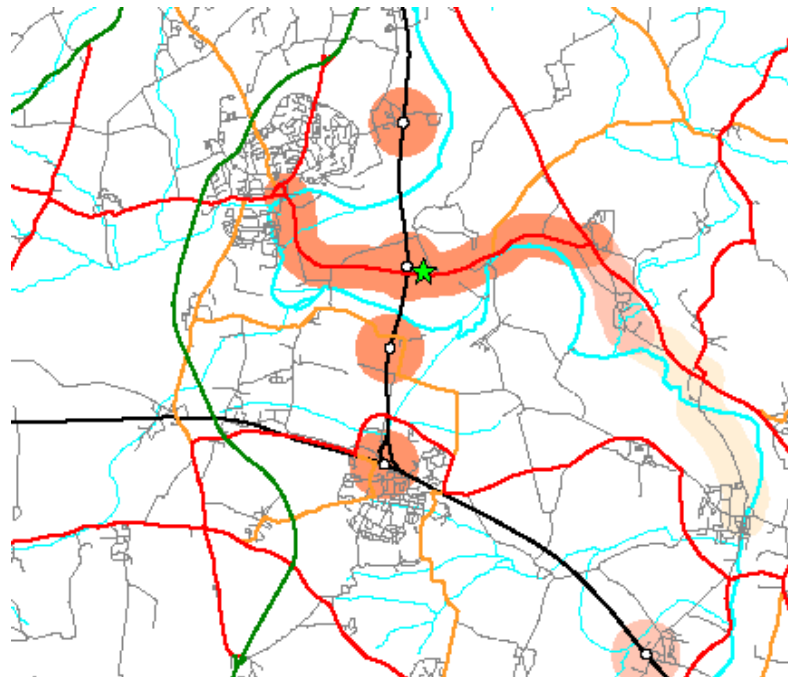


FIGURE 10.1 - CAR TRAVEL TIME ISOCHRONES AROUND A LOCATION



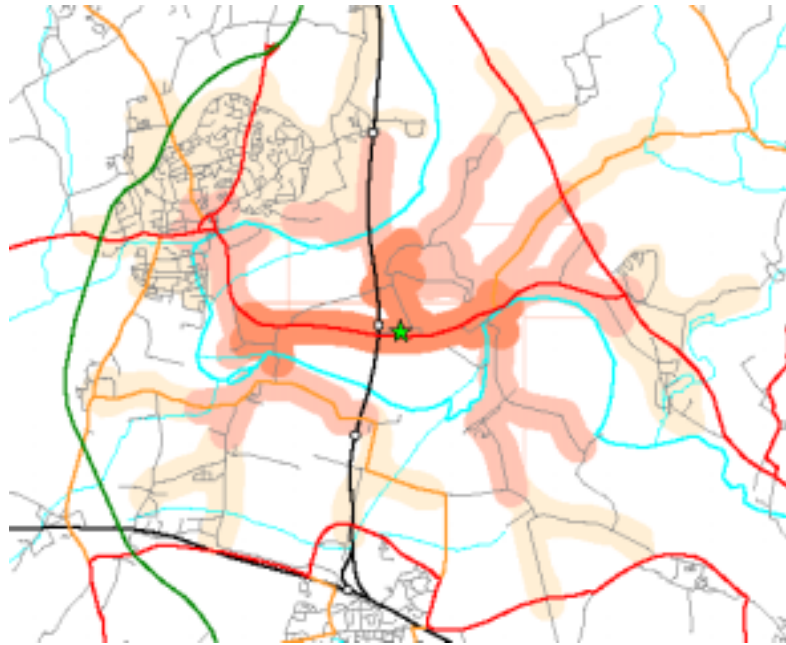
10, 20 and 30 minute car travel time isochrones around a location (the green star).

FIGURE 10.2 - PUBLIC TRANSPORT ISOCHRONES AROUND A LOCATION



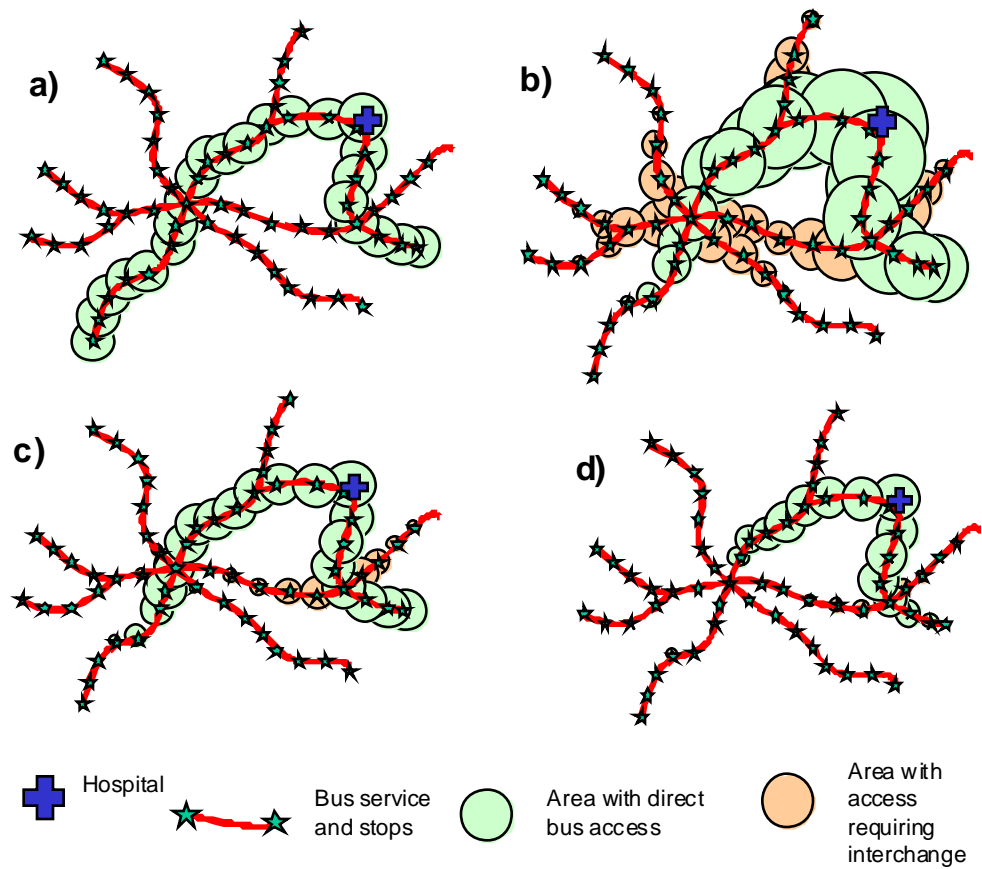
10, 20 and 30 minute public transport travel isochrones. Walk catchment for bus is a 400m band either side of the bus route. Walk catchment for rail is an 800m band surrounding each station.

FIGURE 10.3 - CYCLE ISOCHRONES AROUND A LOCATION



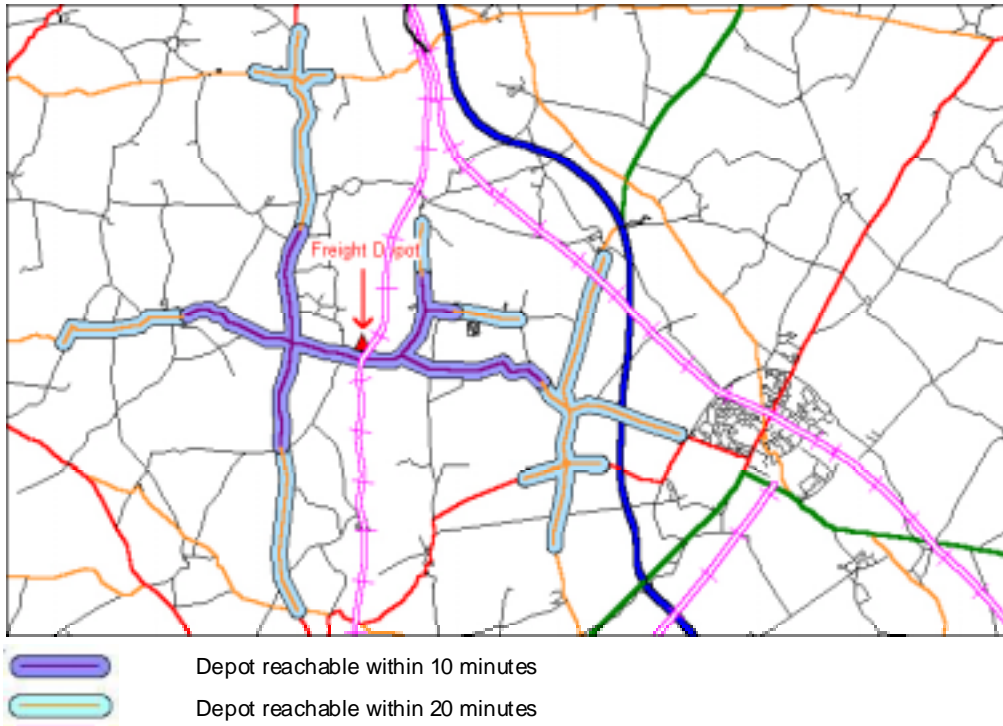
10, 20 and 30 minute cycle isochrones. The network has been altered to include cycle paths and cycle/walk only access across rivers, and does not include very busy roads such as motorways and dual carriageways. For ease of comprehension 200 m bands are drawn around roads and tracks within the isochrones.

FIGURE 10.4 - ACCESSIBILITY TO A HOSPITAL BY BUS, USING DIFFERENT MEASUREMENT CRITERIA



- a) Access to a direct route (10 minutes from direct service)
- b) Isochrone assuming perfection (30 minute isochrone with no limit on walk and no interchange penalty)
- c) Isochrone with walk time limited (30 minute isochrone with 10 minute walk limit but no wait time for second bus)
- d) Isochrone with interchange penalty (10 minute walk limit, and 10 minute penalty for interchange due to service timings).

FIGURE 10.5 - ISOCHRONES TO A FREIGHT SITE



**FIGURE 10.6 - TRAVEL TIME TO THE STRATEGIC ROAD NETWORK
MAPPED USING GIS TECHNIQUES**

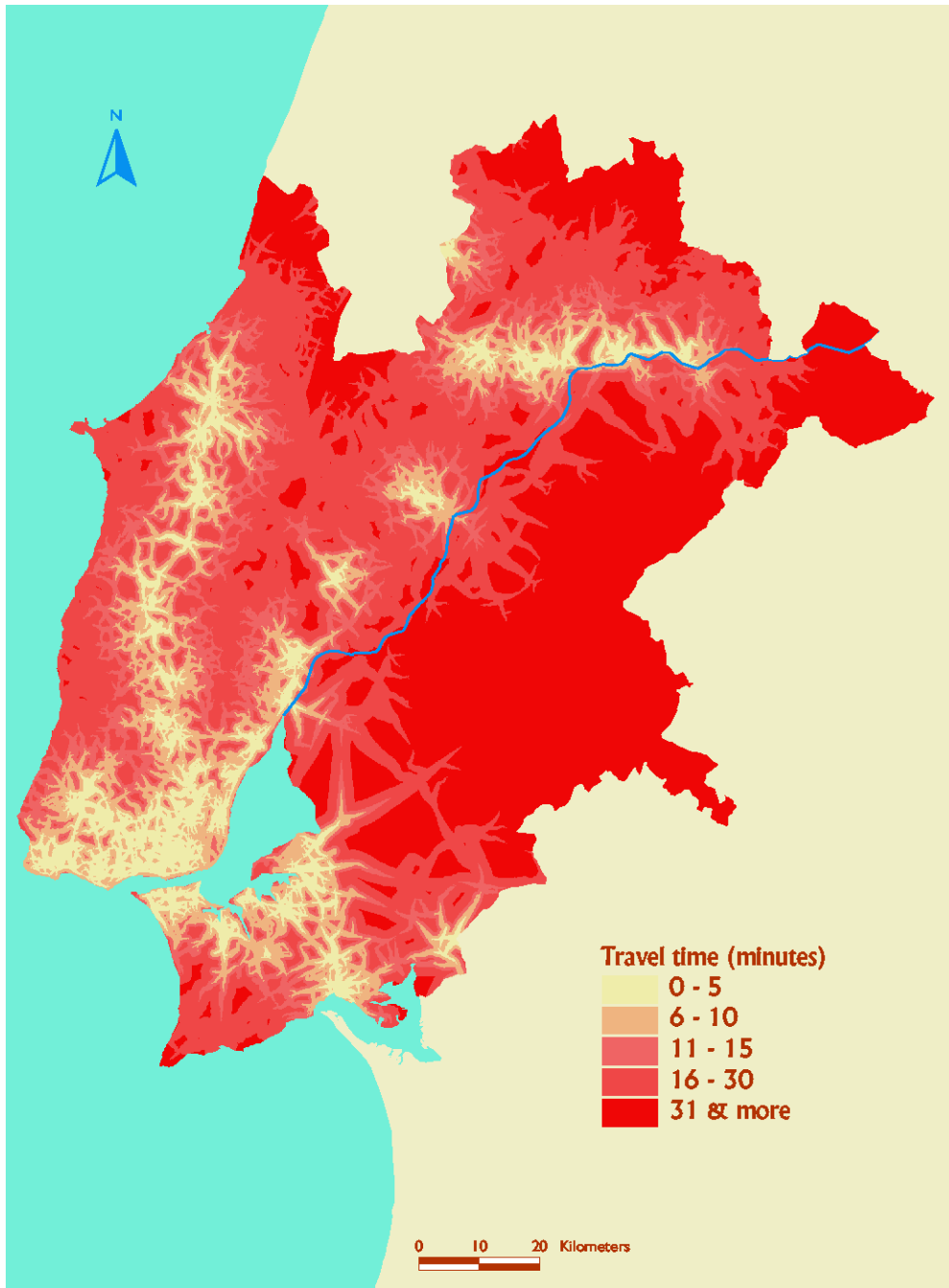


FIGURE 10.7 - GWYNEDD BUS NETWORK

